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CLASSIFICATION <u>SECRET/CONTROL - U.S. OFFICIALS ONLY</u>		25X1
COUNTRY <u>East Germany</u>	SECURITY INFORMATION REPORT	
TOPIC <u>Bremenhain Airfield</u>		
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		
DATE OBTAINED <u></u>	DATE PREPARED <u>6 November 1953</u>	
REFERENCES <u></u>		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) <u>1 - one sketch on ditto with legend</u>	
REMARKS <u></u>		
This is UNEVALUATED Information		
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1. On 10 September 1953, 25X1
 the southern end of the runway was east of kilometer marker 46.9 of the Rothenburg-Bremenhain road; that the northern end was exactly west of kilometer marker 43.9 of the Bremenhain-Lodenau road; and, that kilometer marker 47.5 of the Rothenburg-Bremenhain road was exactly south of the runway. a sketch of the airfield.¹ Work on the runway was being done on day and night shifts. The filling of joints was started at the southern section of the runway. 25X1
2. In the triangle formed by the Rothenburg-Lodenau railroad line and the Lodenu-Bremenhain road, excavation work was being done on a lane, about 10 meters wide and 80 centimeters deep, which extended from the aforementioned road toward the railroad line. A scraper was being used. 25X1
this excavated lane was the beginning of a taxiway. A paved road extended approximately from the intersection of the runway with the Bremenhain-Lodenau road toward the east to the railroad line.
3. In the convict camp, work was started on the construction of temporary buildings which were to replace the tents. Two such buildings, each 20 x 40 meters, were completed by 3 October 1953. The airfield was not yet surrounded by a fence nor were watchtowers available except for those around the convict camp.
4. The five officers' buildings just east of Bremenhain were two-story brick buildings with basements and verandas.
5. On 2 October, the new by-pass road leading from Rothenburg to Lodenu was open to traffic. The road was concreted except for its edges. It branched off from the old Rothenburg-Lodenau road at the point where the path to Bremenhain begins; it made a large curve to the east, ran close to the sewerage plant, and then turned to the northwest. The old road was used as far as the point where the path to Bremenhain branches off. Allegedly, upon completion of the by-pass road, Highway No 99 between Bremenhain and Lodenu was to be blocked in the first days of October.
6. A spur track branched off from the Lodenu railroad stop to the construction

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material dump at the airfield, with several sidings at this dump. There were stationary mixing installations and material sheds which received material on the railroad sidings. The mixed concrete was trucked to the construction site. A narrow gauge railroad line extended from the gravel pits along the Neisse River to the construction material dump.

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the material bunkers were to be used later as ammunition bunkers, but that they were not correct.

7. The five fuel containers formerly at the field

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had been shipped away. There was only one small container which was being installed and is to serve for the refueling of construction machines and trucks at the field.

8. The 30-meter-wide section of the runway south of the Bremenham-Lodenau road was not completed by 8 October. No work was being done on the middle section during the first days of October. Concreting work was nearing completion on a strip, about 8 meters wide and 500 meters long, north of the Bremenham-Lodenau road. The target date for completion of the runway was fixed for 15 October 1953; no information was received by late September that this date would be changed. Excavation work was started on a stretch, 5 to 6 meters wide and 200 meters long, in the south-eastern corner of the field not far from the convicts camp.

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a taxiway was to be constructed there. No indications were observed up to 8 October that the lane was to be given a larger width. Employees of the construction staff stated that a circular taxiway was to be constructed there and that the taxiway was to be completed by the end of November 1953. Surveying work was still under way on the section of the taxiway north of the Bremenham-Lodenau road.

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9. In late September, about 60 temporary buildings including 46 for quartering purposes were available in the woods at the eastern section of the field. Each building was about 50 meters long and 15 meters wide. Each quartering building had an estimated capacity of 50 to 100 men.

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the buildings would be occupied by about 3,000 Soviets in the near future. In early October, two recently erected low wooden buildings in the convicts camp were being occupied. Some tents were still being utilized in this area.

10. The Bremenham-Lodenau road was blocked off on 5 October. Meanwhile a concrete road from Lodenau to Noes was completed and released for traffic between Rothenburg and Lodenau.

11. About 100 civilian workers from the field were transferred to Goerlitz-Weinhuebel where a cold storage house was under construction. After this transfer, about 400 civilians and about 200 convicts were employed at the field. The Soviet major who supervised construction work at the field was billeted in one of the five new houses near the Bremenham estate.

12. In late September, the field was guarded only by civilians, allegedly because of economical measures. The convicts were guarded by 14 male and 2 female VPs.

13. Surveying work at the airfield at first was carried out by a civilian surveying agency in Saxony, later by the Hoeppner designs bureau. Construction work was done by the Bauunion Sued, with Schuetze (fnu) as supervisor. Economic measures which had to be taken, resulted in a canceling of the originally planned hardstands and shrapnel-proof aircraft revetments at the field.²

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
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1.  Comment. For course of runway at Bremenham airfield, see Annex. For location of airfield, see Map GAGS 4414, sheet 4655, at a scale of 1:25,000. It appears that the course of the runway is now determined and that the runway has a length of 2,500 meters and a width of 80 meters.

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2.  Comment. From the previously reported status of construction work on the runway it appears possible that the target date mentioned  However, it appears improbable that the taxiway will be completed by the date fixed with the personnel now available.

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the shrapnelproof aircraft revetments and hardstands will not be constructed because of budget cuts. This has also been reported from other construction projects.

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Annex



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Bremenhein Airfield.

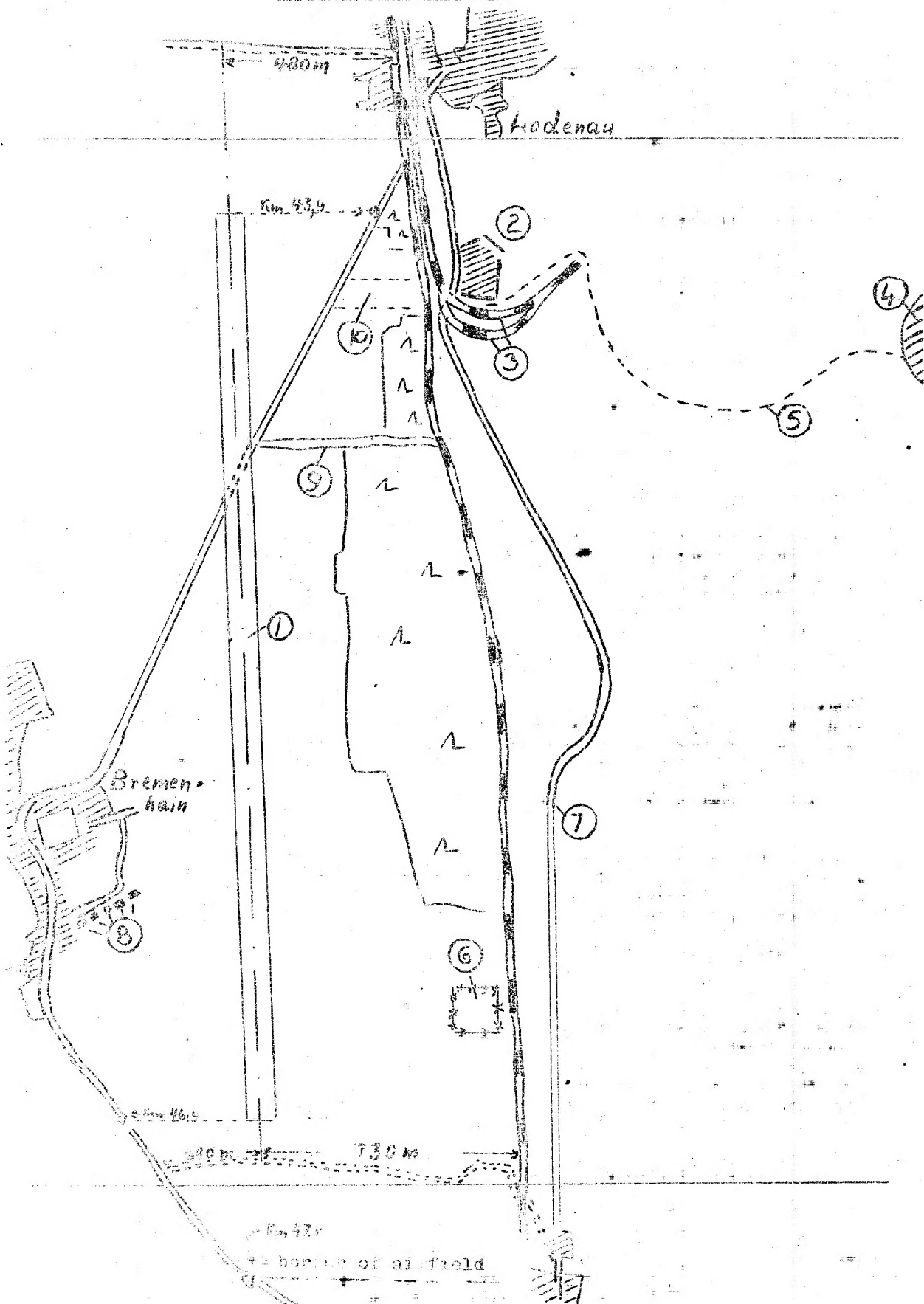
1. Runway
2. Construction material dump
3. Spur track
4. Gravel pit
5. Narrow-gauge field railway
6. Convicts camp
7. By-pass road
8. Five officers houses
9. Paved road
10. Excavation work recently started

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ANNEX

Bremenham Airfield



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